efficiency of the existing street system. Travel demand can be reduced or altered in the following ways:
1. Encourage people to form carpools and vanpools for journeys to work and other trip purposes. This reduces the number of vehicles on the roadway and raises the people-carrying capability of the street system;

2. Encourage the use of public transit and bicycles;

3. Encourage industries, businesses, and institutions to stagger work hours or establish variable work hours for employees. This will reduce the travel demand during peak periods and spread it over a longer time frame;

4. Encourage planning for the use or redevelopment of land in a more travel efficient manner.

SYSTEM EFFICIENCY

The development of a more efficient street system to better serve travel desires is another means for altering travel demand. A more efficient system can reduce travel distances, times, and costs. Improvements in system efficiency can be achieved through the concept of functional classification of streets and through development of a coordinated major street system.

FUNCTIONAL CLASSIFICATION

Streets perform two primary functions--traffic service and land service, which when combined, are basically incompatible. The conflict is not serious if both traffic and land service demands are low. However, when traffic volumes are high, conflicts compounded by uncontrolled and intensely used abutting property lead to intolerable traffic flow friction and congestion.

The underlying concept of the thoroughfare plan is that it provides a functional system of streets which permits travel from origins to destinations with directness, ease, and safety. Different streets in the system are designed and called on to perform specific functions, thus minimizing the traffic and land service conflict. Streets are categorized as to function as local access streets, minor thoroughfares, or major thoroughfares.

Local access streets provide access to abutting property. They are not intended to carry heavy volumes of traffic and should be located such that only traffic with origins and destinations on the streets would be served. Local streets may be further classified as either residential, commercial, or industrial depending upon the type of land use which they serve.

Minor thoroughfares are more important streets in the city system. They collect traffic from local access streets and carry